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REPORT ON THE TECHNICAL CONSULTATIVE MEETING ON AIR TRANSPORT

Brazzaville (Congo), 26 - 27 November 1985

FOREWORD

The technical consultative meeting originally intended to deal with postal services alone was later turned into a meeting covering air transport and railways as well. As such, three meetings were held consecutively as follows:

- Technical consultative meeting on postal services from 25 to 26 November 1985

- Technical consultative meeting on air transport from 26 to 27 November 1985;

- Technical consultative meeting on railways from 27 to 28 November 1985.

Joint opening and closing ceremonies were held for the three meetings on the morning of 25 November 1985 and in the evening of 28 November 1985 respectively

Accounts of these ceremonies appear in the reports of the three meetings.

A. ATTENDANCE AND ORGANIZATION OF WORK

1. The Technical Consultative Meeting with donors on projects relating to postal services, air transport and railways included in the second phase programme of the United Nations Transport and Communications Decade in Africa was held in Brazzaville, the People's Republic of the Congo from 25 to 28 November 1985. The meeting was organized by the United Nations Economic Commission for Africa (ECA) with significant assistance from the Universal Postal Union (UPU).

2. The meeting was attended by representatives of the following member States: Algeria, Angola, Benin, Botswana, Burkina Faso, Cameroon, Central African Republic, Chad, Comoros, the Congo, Egypt, Ethiopia, Gabon, The Gambia, Ghana, Guinea, Guinea Bissau, Kenya, Libyan Arab Jamahiriya, Madagascar, Malawi, Niger, Nigeria, Senegal, Sudan, Swaziland, United Republic of Tanzania, Togo, Zaire, Zambia and Zimbabwe.

3. Representatives of the following donor countries, funding agencies and consultancy firms: Austria, Banque de developpement des etats de l'afrique centrale (BADEAC), Brazil, the People's Republic of China, the European Economic Community (EEC), the Federal Republic of Germany, DETECON, France, Italy, the German Democratic Republic (GDR), Sweden, the United Kingdom, Yugoslavia, SOFREAVIA, Omnium technique Holding (OTH) and SOGERMA.

4. Representatives of the following intergovernmental and international organizations also attended the meeting: African Civil Aviation Commission (AFCAC), Agence pour la securite de la navigation aerienne en Afrique et a Madagascar (ASECNA), Conference des administration des postes et telecommunication en Afrique central (CAPTAC), the Economic Community of West African States (ECOWAS) the Organization of African Unity (OAU), the Pan-African Postal Union (PAPU), the Pan-African Telecommunications Union (PATU), Regie du chemin de fer Abidjan-Niger (RAN), Tanzania-Zambia Railway Authority (TAZARA), the Union of African Railways (UAR), and African Postal Union (APU).

5. The following United Nations agencies were represented: the United Nations Development Programme (UNDP), the International Civil Aviation Organization (ICAO), and the Universal Postal Union (UPU).

B. OPENING OF THE MEETING

6. The meeting was opened by Comrade Lekoundzou Ithi Osse Toumba, Minister of Finance of the People's Republic of the Congo.

7. Conveying the message of the Director-General of the International Bureau of the Universal Postal Union (UPU) to the meeting, the representative of UPU stated that the post, which was one of the communications sectors, was going through a technological upheaval and facing unbridled competition from private mail conveyance companies and recalled that in Africa, the major postal problems

were still those of the quality of mail circulation and the provision of postal services. There were serious shortcomings in the national sorting centres and offices of exchange and in regional transit centres. The financial postal services were not yet playing their full part as an instrument in currency circulation and control.

8. As as an agency in the United Nations system responsible for developing postal services, the UPU not only contributed to the preparation of the Decade programme, but also proposed inter-country projects and conducted a promotional campaign on behalf of postal projects with the administrations of the developed or wealthy countries and banking institutions.

9. It was the ardent wish of the UPU that the action of the international community, particularly bilateral assistance, would be reinforced, using a medium-and long-term strategy for its aid policy towards improving postal services in Africa. Indeed, although they existed at the bilateral level, discussion forums rarely took postal needs into account. However, the impressive list of projects under the Decade was sufficiently eloquent for the post to be no longer forgotten in the search for finance on the bilateral level.

10. With regard to multilateral assistance, the UPU was delighted at the significant contributions the United Nations Development Programme had already made to the postal sector. Because of the priority nature of the Decade projects, UPU was convinced that UNDP would increase its aid with a view to implementing the regional and country technical assistance projects proposed in the documents submitted to the meeting.

11. Finally, UPU hoped that donors would become more keenly aware of the importance of the post as a development factor and that they would negotiate conditions for granting loans, particularly for importing equipment. Contrary to general opinion, postal corporations were being run increasingly efficiently and were in a position to repay loans, on terms to be laid down from case to case, thanks to the resources they obtained from international exchanges under offsetting receipt.

12. In this statement, the President of the African Civil Aviation Commission (AFCAC) said that his organization had always played an active role in the activities of the agencies established within the framework of the United Nations Transport and Communications Decade for Africa. He exhorted participants to carefully consider the severe problems facing air transport in Africa, particularly activities vital to the improvement of air services in Africa, the terms and possibilities of purchasing aircraft and air transport, equipment, the co-ordinated structures for maintaining and overhauling aircraft, the pooling of resources in the form of consortia or joint operations, the adaptation of regulations and modern freight handling methods and the possibilities for financing training of air transport personnel.

13. In conclusion, he said that the meeting was the appropriate forum for

the various partners to define an approach which would help eliminate the obstacles to the development of air services in Africa and create the right conditions for implementing projects.

14. After thanking the Government of the Congo and the organizations present at the meeting, Mr. Jean-Marie Sahouegnon, Secretary-General of the Union of African Railways, expressed his appreciation to the African States, the representatives of donor countries and the funding institutions whose presence at the meeting bore testimony to the increased international solidarity for the development of African countries. The transport sector was in fact a vital sector in Africa and it had been accorded second priority, after agriculture, in the Final Declaration of the last economic Summit held at Addis Ababa.

15. He underscored the final contribution made by the Congolese and the French Governments towards the construction of the Ecole superieure africaine des cadres du chemin de fer (ESACC). The assistance provided by the international community to the first phase of the Decade did not exceed 25 percent of the total funding obtained.

16. After recalling the global strategy of the Decade programme, he gave an overview of the rail transport projects and expressed confidence in the results of the Technical Consultative Meeting.

17. The Acting Deputy Executive Secretary of ECA, Mr. Tchouta Moussa welcomed the representatives of donor and African countries to the meeting and on their behalf expressed the deepest appreciation for the hospitality extended by the Government and the people of the People's Republic of the Congo to the participants which was sufficient evidence of the Government's commitment to the achievement of the goals of the United Nations Transport and Communications Decade in Africa.

18. He recalled that when the ECA Conference of Ministers called for a proclamation of the Decade in 1977, it was primarily to underscore the need for the international community to assist African Governments in developing their transport and communications infrastructure. Such assistance was essential because the success of the Decade could not depend entirely on the actions of African countries but on those of their partners in development from the developed countries.

19. A point that was often little understood was the role of ECA within the framework of the Decade. ECA had been designated as "lead agency" from among the various United Nations bodies dealing with transport and communications and in that capacity its function was one of a catalyst and animator for action undertaken by others. Specifically ECA was charged with the responsibilities of assisting the Secretary-General of the United Nations to mobilize resources for the Decade and of monitoring and co-ordinating the implementation of the Decade programme. It was in the discharge of these two functions that ECA had organized the present meeting.

20. The purpose of the meeting was the same as those of the six earlier ones which ECA had organized in the previous five years: it was to provide a forum at which African officials and donor countries and financial institutions could examine a selected number of projects either drawn from one or many transport modes and from such examination and the exchange of views on the possibilities of financing, it was expected that donors would be able, based on the information provided at the meeting,to make a firm decision as to which projects stood good prospects of being fiananced by them. Subsequent to the meeting it was expected that bilateral contacts between donors and African Governments would follow with a view to concretizing the donors' interests. The aim of technical consultative meetings was therefore different from that of a pledging conference which aimed at obtaining firm and binding commitments from donors. What was expected was only expressions of interest which would later be followed up through normal channels.

21. The Acting Deputy Executive Secretary then went on to give an overview of the main thrust of the second phase programme of the Decade which was estimated to cost $18.3 billion over the following three years. Strong emphasis was laid on the development of certain major inter-State transport and communications links which had the greatest potential and impact in efforts to physically integrate the continent. Those links were existing and potential transit transport corridors, mostly serving the numerous landlocked African countries; the Trans-African Highways; inter-African air transport links and the Pan-African Telecommunications Network (PANAFTEL). Another prominent maintenance and rehabilitation of the existing transport and communications infrastructure and to training and technical assistance.

22. He then went on to highlight the main features of the three subsectors of air transport, railways and postal services and indicated their weaknesses which called for the support of the donor countries and financial institutions for their improvement. African Governments had already amply demonstrated their total commitment to the implementation of the Decade programme by the great sacrifices which they had made and were continuing to make in applying their meagre resources to the financing of their transport and communications projects. Since in many countries domestic resources and foreign exchange were unlikely to be as easily available in the 1980's as they were up to the mid-1970's, they looked up to the international community to meet them half-way in the spirit of the solemn undertaking made when the General Assembly of the United Nations adopted the resolution proclaiming the Transport and Communications Decade.

23. Donors had often insisted on priorities being clearly defined. In so far as regional development was concerned, African countries had made it abundantly clear that transport and communications were among the highest priorities. Both the Lagos Plan of Action and the International Development Strategy for the Third United Nations Development Decade proclaimed their supreme importance among others. The technical consultative meeting, therefore, was

yet one of the many efforts ECA was making to bring together its member States and donors for the purpose of achieving the goals of the Decade.

24. In his opening statement Comrade Lekoundzou Ithi Osse Toumba, Minister of Finance of the People's Republic of the Congo, on behalf of Comrade Denis Sassou-Nguesso, Chairman of the Central Committee of the Congolese Labour Party and President of the Republic and on behalf of the Congolese people thanked the officials of ECA, international aid agencies and all invited guests and stressed the interest of his Government in the Technical Consultative Meeting on postal services, air transport and railways.

25. The People's Republic of the Congo highly appreciated the concerted development efforts made under co-operation at various levels especially for the priority development of the key transport and communications sector. The meeting was being held at a time of general economic crisis resulting from persistent inflation caused by many factors. Despite that crisis, surface and air transport as well as telecommunications were on the increase. He was pleased that ECA had discovered in time the problems caused by inappropriate or insufficient infrastructure given the actual needs of African people to carry on trade.

26. The participation of donors in the meeting would permit a harmonized policy on transport and communications to be agreed upon by drawing on the experience and skill of African experts.

C. ACCOUNT OF PROCEEDINGS

I. Introduction of Air Transport Projects

27. Introducing the air transport projects, the Director of the transport, Communications and Tourism Division of ECA said that according to the criteria for establishing the second phase programme 91 air transport projects costing a total of $974.08 million had been identified. Although some projects such as AIP-60-004, 60-006, 60-008 and 13-001 had been partly implemented, others had not even been started at all.

28. After highlighting the regional projects designed to promote African air services he said that despite the crisis that African countries were going through, they were making laudable efforts to finance part of the projects themselves. The total amount financed by African countries was currently $103.468 million. He hoped that the donors would support the efforts of African countries to implement the air transport projects included in the second phase programme of the Decade.

29. During the general discussion which followed the introduction of the air transport projects, the following observations were made:

30. The representative of the Caisse Centrale de cooperation Economique said

that her organization was only one of three instruments of French co-operation, the other two being the Fonds d'aide et de co-operation and Government loans from the treasury. She then outlined the aid policy of the Caisse Centrale in the civil aviation sector. The Caisse Centrale could consider financing projectr which were likely to be profitable on their own and which were justified by the economic and traffic development. As regards traffic safety, which was considered a priority, France was actively providing assistance through ASECNA which was a good example of regional co-operation.

31. Since the beginning of the Transport and Communications Decade, the Caisse Centrale had financed civil aviation projects in Africa to the tune of 700 million French francs. Although the projects were considered priorities by the States, not all were included in the list presented by ECA.

32. She suggested that under the Transport and Communications Decade, ECA could perhaps promote negotiations between international airlines and African countries in order to spread out aircraft arrival and departure times more evenly because they were currently too concentrated on certain days and hours. Thus, there would be no need to purchase too much equipment for a few hours of traffic during the week.

33. Under bilateral negotiations States could define their priority sectors and within such sectors priority projects. It should be noted that choices had to be made because there were limits to financing under bilateral assistance as to the borrowing capacity of African States.

34. The representative of AFCAC said that projects AIP-60-003 and AIP-60-004 on the establishment of multinational training centres for pilots and aircraft maintenance technicians at Addis Ababa, Ethiopia and Mvengue, Gabon had been prepared under the auscpices of AFCAC and that funds for their financing had been sought within the framework of the machineries established under the terms of OAU resolution CM/RES/568(XXIX).

35. In their discussions, donors should pay particular attention to project AIP-60-003. Funds had been secured to open the Mvengue multinational centre. Projects to finance training fellowships would be prepared at the appropriate time by the countries concerned. Project AIP-60-006 on the establishment of a co-ordinated network of aircraft maintenance and overhaul centres had been implemented with the assistance of the Norwegian Government under the African Development Fund of the African Development Bank group.

36. The first phase of project AIP-60-008 on the optimum development of air services had been implemented with funding from the French Government. The conclusions of that phase of the study required a revision of the project on the basis of the profile submitted, as a supplement to the documents already before the meeting. Negotiations had been started among the ACP States with regard to funding of the implementation of the various phases of the projects thus revised by the European Development Fund under the Lome III convention.

37. After thanking ECA for mentioning in its excellent document all the

activities undertaken by ICAO to support the Transport and Communications Decade in Africa, the representative of ICAO said that his organization would pursue its efforts. To help States and financing agencies to implement their civil aviation development projects he gave some information on the assistance provided by ICAO. ICAO carried out mainly studies (on traffic and telecommunications in Africa, manpower requirements, training, AFI plan).

38. ICAO co-operated with UNDP, AFCAC, ADB, IATA, OPEC, ASECNA and was the executing agency for projects financed by UNDP and OPEC. With respect to ADB projects, States could ask for some activities to be entrusted to ICAO (supervision, feasibility studies, training etc.)

39. ICAO provided technical assistance (fellowships, training, assistance in civil aviation administration, training of counterparts, identification and implementation, of regional projects (EAMAC, Mvengue, Addis Ababa pilots training, school, Ecole regionale de securite incendie (ERSI) Douala) and helped to manage and operate airports. The regional offices at Dakar and Nairobi played an active role in implementing the AFI plan. It would be advisable for States to consult ICAO with respect to the implementation of their projects; they should ensure that any investments were part of a balanced and viable system of air transport.

40. The representative of Brazil said that his country, which was also a developing country, had a lot in common with Africa and therefore was keen to share their development experience with Africa.

41. Brazil's programme of co-operation with African countries was concentrated in three main sectors: personnel training, technical assistance and support programme to establish and strengthen technical institutions and training and research centres. In this connection, Brazil to date had bilateral technical co-operation agreements with 14 African countries. In the field of multilateral co-operation, a firm basis for co-operation with ECA was laid during the visit to Brazil of ECA's Executive Secretary in September 1983. Following that visit Brazil had undertaken to assist in two areas, namely, by undertaking a study on the transport master plan for Africa and evaluating the implementation of the PANAFTEL Network. Because of the non-availability of hard currency in developing countries it was recognized that Brazil's co-operation with Africa would have to involve other partners in co-financing arrangements.

42. On the two areas in which Brazil co-operated with ECA, the representative of Brazil said that the PANAFTEL study had already been completed and it was hoped that its recommendations would be a useful input towards the success of this vast project. In the field of transport, however, the draft terms of reference for the transport master plan study were available and it was to be hoped that concrete actions would be taken in 1986.

43. Brazil, as a developing country, could not be called a donor, but she was nevertheless keen to exchange views on and analyze the projects in the fields of railways and civil aviation.

44. After a statement by the representative of CCCE, the Chairman of the meeting mentioned that in spite of appeals made by ECA to the countries to submit only

one list of projects to donors during negotiations, it was seen that they always submitted two lists. This contradiction had persisted for five years.

II. Consideration of country and regional Air Transport Projects

(i) National projects

45. The following countries, which were represented at the meeting presented their projects: Burkina Faso, Cameroon, Congo, Ethiopia, Ghana, Malawi, Mali, Niger, Sudan Swaziland, Togo and Zaire.

46. From the ensuing discussions the following points emerged:

BURKINA FASO

47. AIP-47-001: Development of Bobo-Dioulasso Airport

Total cost: $ 20,212,500

External funding requested: $9,275,000

- Lengthening of the runway was begun in February 1985; and was expected to be completed in March-April 1986.

Cost of the project: $10 million

- Feasibility study carried out by Aeroports de Paris with funding from CCCE ($138,125).

Local funding: $13,750,000 of which $3,750,000 was being negotiated with the Caisse nationale de securite sociale (CNSS).

External financing was being negotiated with ASECNA and ICAO.

External financing required: $9,275,000 (because the negotiation with the CNSS for $3,750,000 might not succeed, in which case the local financing would be reduced).

The representative of Burkina Faso further indicated that there were two new projects to be submitted. These were "Improvement of the Ouagadougou airport" at a cost of $10,600,000 and "construction and equipment of fourteen provincial airports" at a cost of $2,170,000.

49. The representative of CCCE said that her organization had already had contacts with Burkina Faso officials and that the latter were familiar with the CCCE's reservations with respect to the existence of two international airports in Burkina Faso. The bilateral contacts would be continued.

CAMEROON

AIP-06-001: Development of Provincial Airports

50. The project had been considerably modified by the inclusion of the construction and development of four new airports, namely, Bertoua, Ebolowa, Sangmelima and the Yaounde II airports.

51. The cost of the Yaounde project had been deducted from the original project cost (taking into account the new projects) which reduced the cost from $31 million to $21 million.

52. The Chairman of the meeting suggested that Cameroon should hold bilateral discussions with the Caisse centrale de cooperation economique on that project.

53. A new project was also submitted relative to construction and equipment of a regional fire safety school at Douala.

CONGO

AIP-11-001: Rehabilitation and construction of six provincial airports

54. The project had six components as follows:

Ouesso: work started in 1982 when the runway and the access road were built. Construction of the terminal building was also commenced but had to be suspended owing to the lack of funds. The project was being implemented and the Government of Congo had already spent 4 million CFAF for the first phase. It was requesting assistance in order to implement the subsequent phases.

Loubomo: ADB had been contacted to help finance the projects. In that connection, it was planning to undertake an evaluation in January 1986.

Sibit: the study had been conducted and the Government was looking for unds to start construction.

Djambala: no progress had been made and the Government was looking for financing.

Owendo: the studies had been entrusted to ASECNA. The engineering design studies had been completed.

Imfondo: the 1,800m runway had been extended to 2050m. The initial 1,800m which were in a state of disrepair should of necessity be strengthend. The Congo was looking for funds to carry out those repair works.

55. The representative of CCCE said that her organization would await the

outcome of the studies presently under way. The airport of Loubomo seemed well justified but she understood that ADB would finance it. The representative of the Congo clarified that ADB would not be able to finance the project in its entirety.

56. ASECNA, of which the Congo was a member, had undertaken studies on all the above-mentioned projects.

ETHIOPIA:

57. The respective costs of the three national projects for Ethiopia, namely, AIP-15-001: Rehabilitation and expansion of Addis Ababa and Asmara airports, AIP-15-002: Strengthening and expansion of provincial airports and AIP-15-003: Improvement of civil aviation facilities and services and training of air transport personnel, remained unchanged.

58. The Chairman said that the meeting had duly taken note of these projects which were among the priorities of the Ethiopian government.

GHANA

AIP-18-001: Training of technical aeronautical personnel

59. The total cost was $1.108 million. The UNDP responded favourably to a request for financing.

AIP-18-002: Replacement and modernization of radio-navigation aids

60. The cost of this project remained unchanged. The Government had already invested $6.5 million in it. Various equipment had already been installed with funding from the UNDP.

AIP-18-003: Modernization and expansion of the Kotoka international airport

61. According to studies undertaken by the firm Aeroports de Paris the second runway which was initially planned would not be necessary. The existing runway should rather be extended and strengthened. The first phase of this project had therefore changed. The total cost of the project was $15 million as initially announced. Two million dollars would be provided locally and thirteen million dollars was requested from donors.

62. The second phase of the project related to the construction of a satellite. A feasibility study was under way and would be completed at the end of November 1985.

KENYA

63. The representative of Kenya indicated that his country had a few projects to submit.

It was said in reply to this that the projects would be discussed at the forthcoming Conference of Ministers, Communication and Planning at Harare.

MALAWI

AIP-27-002: Construction of a new airport at Monkey Bay

64. The total cost of the project was $12,605 million. Of this amount $10.902 was required from donors.

AIP-27-003: Construction of a new airport at Mzuzu

65. The total cost of the project was $17.272 million of which $14.612 million was required to be provided from external sources.

AIP-27-001: Training of pilots and ground technicians

66. The representative of Malawi indicated the order of priority of the projects to be as follows:

(1) AIP-27-003: Construction of a new airport at Mzuzu

67. A feasibility study had been undertaken by SOFREAVIA and France had been approached to finance the study. A new profile had been submitted for the project.

(2) AIP-27-002: Construction of a new airport at Monkey Bay

68. A study on the justification of this project had also been conducted by SOFREAVIA.

(3) AIP-27-001: Training of pilots and ground technicians

69. The UNDP and ICAO had expressed interest in this project.

70. The representative of France said that a cooperation agreement had been signed with Malawi and that the civil aviation would receive 6 million French francs.

MALI

AIP-28-001: Extension of the Senou airport at Bamako

71. The project had been revised and consisted of two parts estimated to cost $4.241 million. The Belgian Airport Consultants (represented by ADB) and BOAD were interested in the first part of the project costing $3.575 million.

AIP-28-002: Studies on the construction and development of provincial airports

72. The revised total cost of this project was $44.52 million. Following a study undertaken by BADEA, the Timbuktu airport project estimated at $13.8 million had been revised. IDB had agreed to provide $5 million and the Malian Government would contribute $1 million.

73.. The representative of CCCE indicated that her organization was interested in the Bamako Senou airport project. The project relating to the Timbuktu airport could not be studied independently of the situation of Air Mali.

74. The Chairman of the meeting requested Mali to contact the CCCE with respect to the Bamako-Senou airport project.

NIGER

AIP-33-001: Training of technical aeronautical personnel

75. This project had been implemented.

AIP-33-002: Construction of a new airport at Nador

76. This project documents for the new Zinder airport were ready. However, in view of the adverse economic situation, the project should be changed into rehabilitation of the existing infrastructure, particularly strengthening of the existing runway. If this option was accepted the cost of the project would be $2.5 million.

AIP-33-003: Construction of an airport at Arlit

77. With the decline in the mining activities in the area, Niger was willing to revise the project cost if donors were interested in it.

SUDAN

AIP-41-001: Improvement of the El Obeid airport

78. This project had been financed locally and would be completed soon.

79. The representative of the Sudan requested that the completed project be replaced by a new one entitled "Improvement of the El Fasher airport.

80. The profile and cost of this project would remain the same as for the current project AIP-41-001.

81. The following projects remained unchanged: AIP-41-002: Construction of Nyala Airport: AIP-41-003: Purchase of airport construction equipment; AIP-41-004: Study for improvement of the Sudan Airways management capabilities;and AIP-41-005: Construction of Malakal airport.

82. The representative of the Sudan also submitted a new project entitled

"Improvement of the Geneina airport".

SWAZILAND

AIP-42-001: Upgrading of Matsaphas airport

83. The total cost of the project had not changed. It was to be noted that a co-operation agreement involving 25 million French francs had been signed between the Governments of France and Swaziland, of which 20 million French francs had been earmarked for civil aviation projects.

TOGO

AIP-44-001: Improvement of Lome airport and construction of domestic airports

84. The total costs of the projects had not changed.

85. The funding secured could be broken down as follows:

Local contribution:	$321,000
External financing:	$ 7,680 million
Total	$ 8,001 million

86. The representative of CCCE informed the meeting that his organization had provided funds for carrying out repair works on the runway of the Lome airport.

ZAIRE

AIP-48-001: Master Plan for Lubumbashi airport

87. The project was unchanged; negotiations were going on with funding agencies.

AIP-48-002: Master Plan for Ndjili airport

88. The project was being implemented with funding from FAC.

AIP-48-003: Extension and resurfacing of the Bakavu airport runway

89. The project had been started with funding worth $5.1 million from the Government of Zaire. The external financing requested was $6.7 million.

90. The representative of Zaire said that implementation of this project would result in annual savings of $1.4 million which corresponded to an immediate return of 20.8 percent instead of the 1.2 percent originally indicated in the project profile.

91. His country had three new projects to submit.

92. The Chairman suggested that Zaire should hold negotiations with the

representatives of donor countries on the projects.

(ii) Projects of countries not represented at the meeting

93. The representatives of donor countries were requested to indicate the projects of the African countries not represented at the meeting on which they had information.

94. The representative of France said that the Gabon project concerning improvement and rehabilitation of the current airport had been changed. France was financing the supervision of the works at a cost of 3 million French francs.

95. The representative of France said that FAC - provided assistance to civil aviation in the ASECNA member countries preferably through the Agency, but also provided direct funding for non-ASECNA member countries, particularly Zaire, Rwanda, Burundi, Guinea, etc.

(iii) Regional projects

96. Project AIP-60-003 was a regional project.

97. It had been decided at the extraordinary meeting of AFCAC held in June 1985, that two multinational training centres should be established; the one for the English-speaking countries was to be located in Addis Ababa.

98. Ethiopia had ratified the convention and signed the protocol for the establishment of the centre. The plans had been prepared and other studies relating to the buildings and related installations were being undertaken for the construction could start as soon as possible.

99. ICAO had pledged a contribution of $4.87 million and had made a proposal to the UNDP in this respect. The reaction of the latter is awaited. The project profile had been sent to the EEC for consideration.

100. Senegal presented the following two projects:

AIP-60-009: Construction of a maintenance complex for widebody aircraft

101. The feasibility study on the complex was finished and the conclusions would be transmitted to the donor countries as soon as they were approved by the States concerned.

102. It was indicated that the World Bank and the European Investment Bank had expressed interest in the project.

AIP-60-010: Expansion of the Air Afrique Civil Aviation Training Center at Dakar

103. The project had been revised as follows:

Total cost: $9.46 million

Contribution of member States: $4.78 million
External financing requested: $4.68 million

104. The following projects were presented by APCAC:

AIP-60-001: Study on the establishment of an inter-African agency for the purchase of aircraft and a lease agency

105. It was mentioned that the project was one of the components of the revised project AIP-60-008.

AIP-60-004: Establishment of an international training centre for pilots and aircraft maintenance technicians for the French-speaking countries

106. The project had been financed as follows:

- The Government of Gabon: about 9 billion CFA francs; UNDP: $7.29 million including $390,000 for launching the initial activities of the centre.

107. UNDP was expected to provide additional funding under its new programming cycle. The project would be redefined to reflect the training fellowships.

AIP-60-006: Feasibility study for the establishment of a co-ordinated network of aircraft maintenance and overhaul centres.

108. The project had been totally financed from ADB contributions drawn from Norwegian Government funds.

109. The corresponding feasibility study was published in 1984. Talks were also under way with the same donors (ADB and the Norwegian Government) to provide a follow-up to the study.

AIP-60-008: Study on an optimum system of flight connections and air services in Africa

110. The first phase of the project had been financed by APCAC. The second phase of the study was revised after the study to include the following:

(a) Project AIP-60-001; (b) the establishment of a data bank at a total cost of $530,000, (c) the establishment of subregional airlines and organization of cargo transport for land-locked countries.

111. Negotiations were going on with the ACP States regarding the second phase of the project.

112. A representative of the ECA secretariat introduced the following regional projects which attracted no comments: AIP-60-002: Study on passenger transfer

systems and passenger transport equipment; AIP-60-005: Guinea/Liberia/Sierra Leone -Assistance to the Roberts flight information region and AIP-60-009: CEPGL - Study for the establishment of a joint cargo transport company.

D. ADOPTION OF THE REPORT

113. The report of the meeting was considered and adopted after slight modifications.

E. CLOSURE OF THE MEETING

114. In his evaluation of the results of the meeting, the Deputy Executive Secretary said that for the postal services subsector, the meeting had considered 134 projects estimated to cost a total of $527.2 million. An evaluation of the donors reaction to these projects showed that they were interested in 24 projects, estimated at a cost of $40.1 million or 7.6 percent of the total cost of all the projects.

115. As regards the air transport subsector, the meeting considered 91 projects estimated to cost $974.1 million. Representatives of donor countries made comments on 24 projects indicating that there were good prospects for their participation in these projects. The total estimated cost of these projects was $157.2 million or 16 percent of the cost of all projects in this subsector.

116. Finally, the meeting had to consider 84 railway projects estimated to cost a total of $5.6 billion. Statements made by representatives of donor countries revealed a possible interest in 13 projects with a total estimated cost of $460 million, representing 8.2 percent of the total cost of the projects in the subsector.

117. For the three subsectors taken together, 309 projects estimated to cost $7.1 billion had been considered. Of these, donors had expressed interest in 61 projects with an estimated cost of $657.3 million or 9 percent out of the total cost of the programme placed before the meeting.

118. The figures cited above did not convey the total picture of the outcome of the meeting because observations made by representatives of donor countries indicated that more resources could be expected. He recalled some of the observations, among others, which illustrated this view as follows: According to the representative of ACP, postal services specifically mentioned under the Lome III convention; the representative of the British Post Office had indicated that his country might have a number of postal vehicles for sale at reasonable price to African postal administrations; and the representative of Brazil had indicated that his country could provide technical assistance and work out co-financing arrangements with other donors, where assistance programmes have to be financed in hard currency. As most co-operation arrangements between African countries and donors are on bilateral basis, ECA could play a limited role beyond these meetings. With regard to regional projects, ECA could only promote them.

He therefore requested member States to follow-up the activities which had been started during the Decade. He expressed thanks, on behalf of Prof. Adebayo Adedeji, Executive Secretary of ECA, to the Government of the Congo and to all the donor countries and institutions for responding favourably to the invitation and thanked the representatives of the African countries who participated in the meeting.

In his closing statement, Comrade Hilaire Mounthault, member of the Political Bureau and Minister of Transport and Civil Aviation, stated that the meeting had been very useful because it had made it possible for donors to discuss transport problems in Africa and to indicate the projects which stood a good chance of being financed by them.

To conclude, he expressed his gratitude to the representatives of donor countries who had left everything to attend the meeting and also to the secretariat of the Economic Commission for Africa for organizing such a meeting.

At the end of their deliberations, the participants proposed a motion of thanks to the President, the Government and the People of the Congo to express their sincere gratitude for the hospitality accorded them and the invaluable contribution to the success of the meeting.

EVALUATION OF THE TECHNICAL CONSULTATIVE MEETING ON POSTAL SERVICES, CIVIL AVIATION AND RAILWAYS FOR ALL AFRICAN COUNTRIES

A technical consultative meeting on postal services, air transport and railways was held at Brazzaville from 25 to 28 November, at the kind invitation of the Government of the People's Republic of the Congo.

Several African countries, some donor countries and funding institutions, as well as international organizations involved in postal services, air transport and railways attended the meeting.

The meeting deliberated on postal services, air transport and railway projects in turn.

Postal services

The number of postal projects before the meeting was 134 with a total estimated cost of $527.2 million. An evaluation of the donors' reaction to these projects shows that their interest was attracted by 24 projects that are estimated to cost $40.1 million or 7.6 percent of the total cost of all the projects.

Air transport (Civil Aviation)

The air transport subsector was represented by 91 projects costing an estimated $974.1 million. Representatives of donor countries made comments pertaining to 24 projects indicating that there were good prospects for their participation in these projects. The cost of such projects was $157.2 million or 16.1 percent of all projects in the subsector.

Railways

As for the railways subsector the meeting had to consider 84 projects comprising some of the projects of phase I of the Decade which still remained unfinanced and those of the second phase programme. These projects were estimated to cost $5.6 billion. Among them the donors present expressed possible interest in 13 projects with a total estimated cost of $460 million, which represents 8.2 percent of the total cost of the subsector.

For the three subsectors taken together, therefore, there was a total of 309 projects before the meeting with a total estimated cost of $7.1 billion of which $1.2 billion represented the cost of railway projects of the first phase. Projects in which donors expressed possible interest were 61 in number or 20 percent of all the projects donors were asked to consider. In financial terms, the cost of all the projects in which interest was expressed was $657.3 million which represents 9 percent of the total cost of the programme placed before the donors.

The figures cited above do not, however, convey the total picture of what is considered to have been the outcome of the technical consultative meeting.

As a result of the observations made by the representatives of donor countries, it is fair to expect that more resources could be tapped. Some of the considerations on which this expectation is based are the following:

(a) The nine countries of SADCC have a good chance of having their postal projects financed by the Nordic countries as a result of the initiative which the Nordic countries have already undertaken, notably by fielding an expert mission to the SADCC countries to identify priority projects. In this regard, it is encumbent upon the postal administration of the SADCC countries to ensure that the overall SADCC programme does not overlook postal projects.

(b) For the first time in the history of EEC-ACP co-operation, postal projects are specifically mentioned in the Lome III treaty. African postal administration will need to be more energetic in taking advantage of this new dispensation.

(c) It appears that the British Post Office might have a number of second-hand postal vehicles for sale at a reasonable price to African Administrations if the problem of maintenance and availability of spare parts can be solved. If such an arrangement were to become a reality, it would go a long way towards satisfying the need for postal vehicles in Africa.

(d) As in all previous Lome Conventions between the EEC and the ACP countries, there is under the Lome III Convention provision for regional funds. Past experience has shown that these funds have not been adequately utilised because of the difficulty of securing the formal commitment of the requisite number of countries to regional projects. With concerted action by the African Governments concerned, it is likely that a number of regional projects in all fields of transport and communications will receive the support of the European Development Fund.

(e) Although the Government of France has traditionally co-operated only with certain countries under the more favourable conditions under which the Caisse Centrale de Cooperation Economique and the Fonds d'Aide et de Coopération dispense development assistance funds, it does have co-operation agreements with other countries in the form of protocols entered into with the Treasury of France. In recent years more and more African countries have benefitted from French Assistance under this arrangement.

(f) Although Brazil, being a developing country, does not consider itself a donor country, it is nevertheless keen to co-operate with African countries. In this regard, Brazil provides technical assistance, training and, where assistance programme have to be financed in hard currency, it has worked out co-financing arrangements with other donors. Brazil is willing to consider these same arrangements in the future.

The main lesson to be drawn from the results of the meeting is that there

is a limit beyond which ECA's efforts cannot go. While ECA can and does facilitate the dialogue between African Governments and representatives of donor countries and financial institutions, in the final analysis the responsibility lies with the Governments themselves to follow up the expressions of interest by donors at technical consultative meetings. ECA can provide logistical support within its competence but because most co-operation arrangements are on a bilateral basis, beyond these meetings ECA's role is circumscribed. Similarly, when it comes to joint action to solicit external support for regional projects, ECA can only promote such projects; but what really counts is the signature of individual beneficiary Governments on an official application for assistance. It is hoped that after these meetings, African Governments will do their utmost to ensure that all the necessary action is taken to take advantage of all the possibilities of assistance from donor countries that exist.

MOTION OF THANKS

The participants in the Technical Consultative Meeting on Postal services, air transport and railways,

Considering the warm welcome given to them by the people and Government of the People's Republic of the Congo,

Noting with satisfaction the quality of facilities made available to them during this meeting,

1. Express their sincere gratitude to Commrade Denis Sassou-Nguesso, Chairman of the Central Committee of the Congolese Workers' Party, President of the Republic, Head of Government and to the people and Government of the Congo for the very warm hospitality accorded them throughout their stay in this beautiful city of Brazzaville, and for the invaluable contribution of the people of the Congo to the success of this technical consultative meeting;

2. Request His Excellency, the Minister of Finance and member of the Political Bureau to kindly convey this motion to Comrade Denis Sassou-Nguesso, Chairman of the Central Committee of the Congolese Workers' Party, President of the Republic and Head of Government.

Done at Brazzaville on 28 November 1985.